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THE VISION PLAN

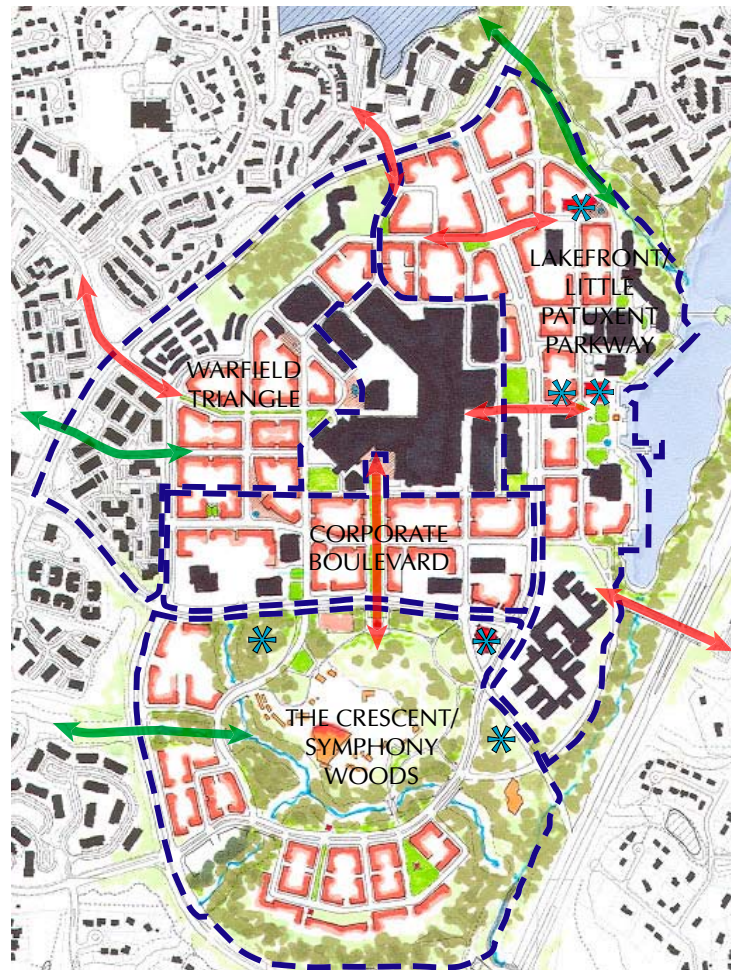


2 THE VISION PLAN

ILLUSTRATIVE MASTER PLAN

KEY

- — — Districts
- — — Pedestrian Sidewalk Connection
- — — Pedestrian Path Connection
- ✱ Special Sites
- Greens
- Plazas



THE FINAL PRESENTATION

The Vision Plan presented on October 22, 2005 represents the consensus that emerged from the three evening sessions. More than 270 people attended the final presentation. The PowerPoint included an illustrative master plan, plan diagrams of a proposed new road network, open space network, parking and public transit solutions, cultural and civic sites, detailed plans of each of the four districts including program descriptions, selected images, and seven artist's renderings.

THE CONCEPT PLAN

The Concept Plan is the preliminary design that designates broadly categorized districts and connections among and between these districts. Within the districts there is a mix of uses and a range of recommended building types and heights. The Concept Plan identifies key connections, primary pedestrian-oriented streets and paths, greens and plazas, and special sites.

THE VISION PLAN²

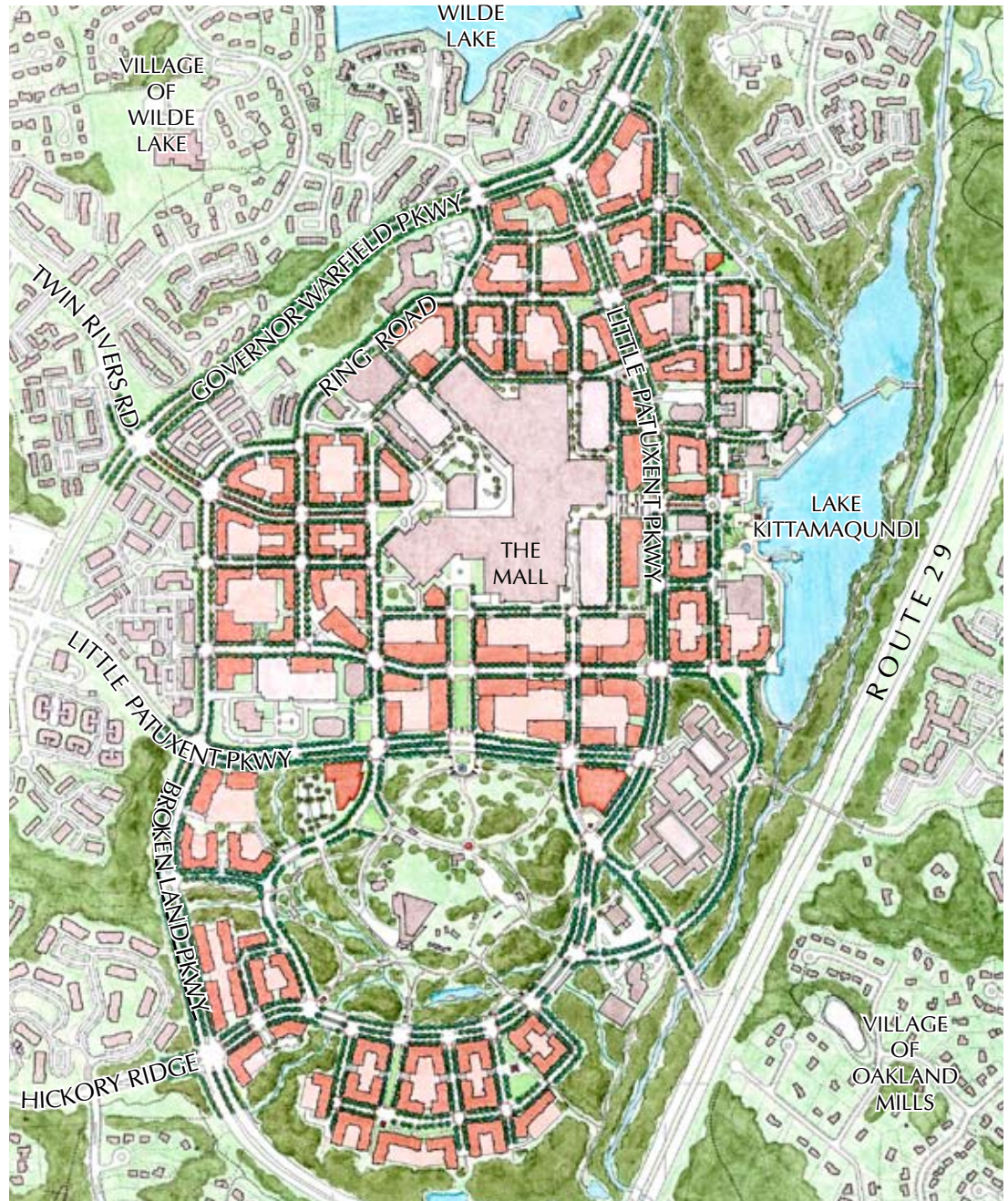
ILLUSTRATIVE MASTER PLAN

The design for Downtown was driven by community input, refined throughout the week of the charrette and resulted in the Illustrative Vision Plan.

The Illustrative Vision Plan includes a network of tree-lined, pedestrian-oriented streets. The most important of these have shops and cafes that will better link nearby neighborhoods to the Downtown, including the Lakefront the Mall and Symphony Woods. The plan includes a network of new roads and connections that will disperse traffic and ease congestion on Downtown streets, helping to reduce the potential for bottlenecks at existing major intersections.

The Illustrative Vision Plan includes a mix of uses that will provide jobs, housing, services and, most importantly, a range of civic and cultural uses for area residents and visitors. A diversity of affordable and market-rate housing options might include: rental and condominiums apartments, attached townhouses and live-work units.

In addition, the Illustrative Vision Plan includes a variety of open spaces that enrich the plan with outdoor spaces allowing for activities in plazas, squares, greens, promenades, and trails.



1320'
Approximately a 5 minute walk

0 500' 1000' 1500'

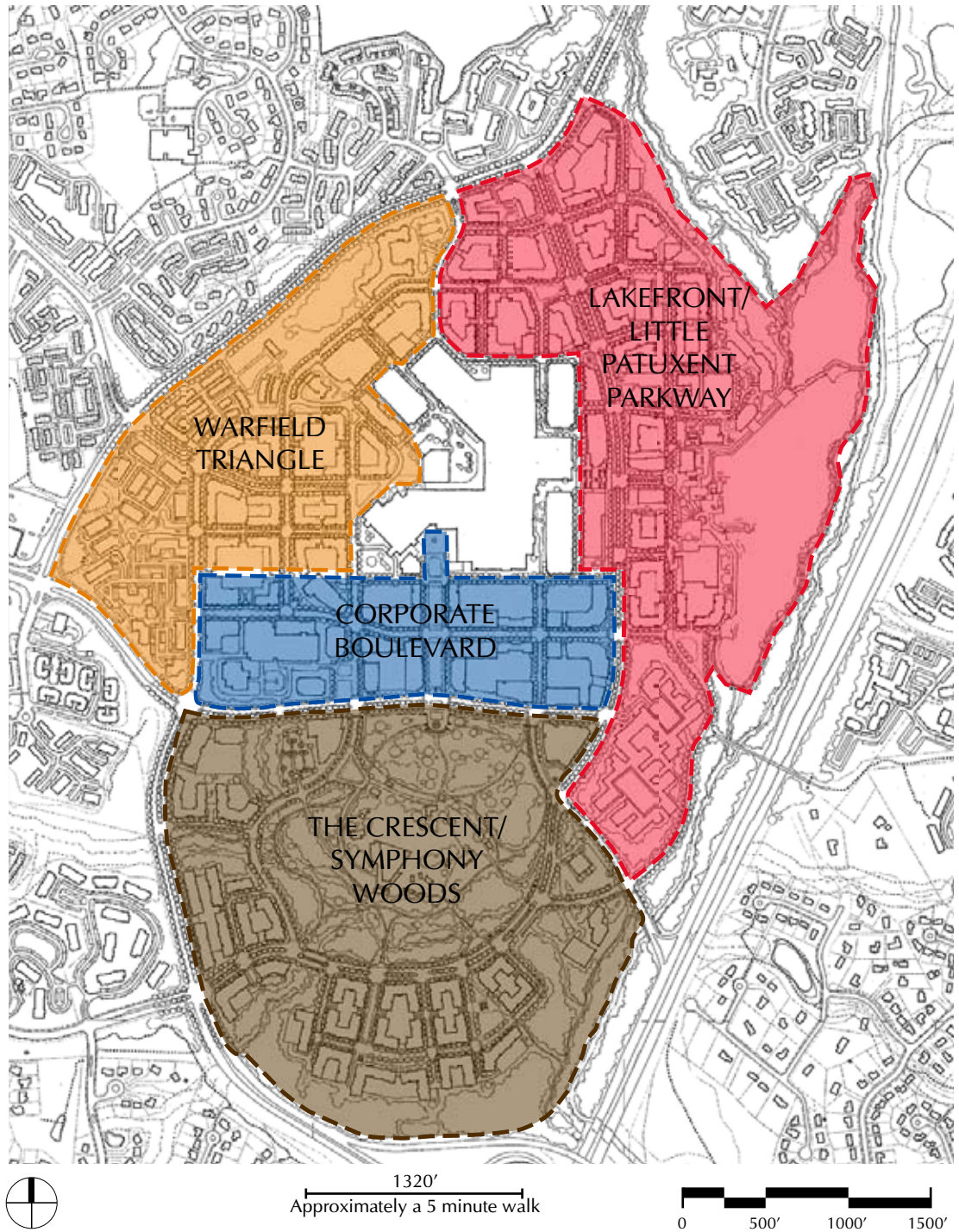
Important planning and design objectives include:

1. Recognize and enhance the Lakefront, including the promenade, amphitheatre, sculptures and fountain, as the heart of Downtown;
2. Ensure a mix of uses, including civic and cultural uses such as the library, Merriweather Post Pavilion, Toby's Dinner Theater, the Columbia Association headquarters as well as other arts or community facilities.
3. Create a network of short, walkable blocks and livable streets;
4. Enhance connections to nearby neighborhoods and destinations;
5. Offer a diversity of housing types including a range of affordable and market-rate housing;
7. Include a variety of meaningful squares, greens, and plazas with public art at prominent locations;
8. Enable improved public transportation such as a shuttle bus, a local jitney, bus rapid transit and, perhaps in the future, Metro or fixed rail;
9. Encourage sustainable design practices.

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DISTRICTS PLAN



THE DISTRICTS

Columbia Downtown is envisioned as a compact, walkable, mixed-use downtown with four distinct but connected districts, each with a slightly different character, mix of uses, and range of building types and heights. These districts are seamlessly connected with streets and sidewalks to enable comfortable and safe pedestrian movement throughout the Downtown.

Warfield Triangle is envisioned as a residential and retail district that respects the scale and character of adjacent Mall and nearby residential neighborhoods. Apartments, lofts, and professional offices are above shops, neighborhood-oriented services and entertainment.

The **Corporate Boulevard** is envisioned as an office district serving as a prominent headquarters address for regional and nationally recognized corporations and companies. Professional office buildings include retail, restaurants, and nighttime entertainment uses on the ground floor, creating an active streetscape.

Lakefront/Little Patuxent Parkway is envisioned as a residential, retail, restaurant, entertainment, and cultural district, respecting the Lakefront area and serving as the heart of downtown Columbia. The district will also include some office buildings, hotels and a conference center supporting an active and vibrant environment at the Lakefront.

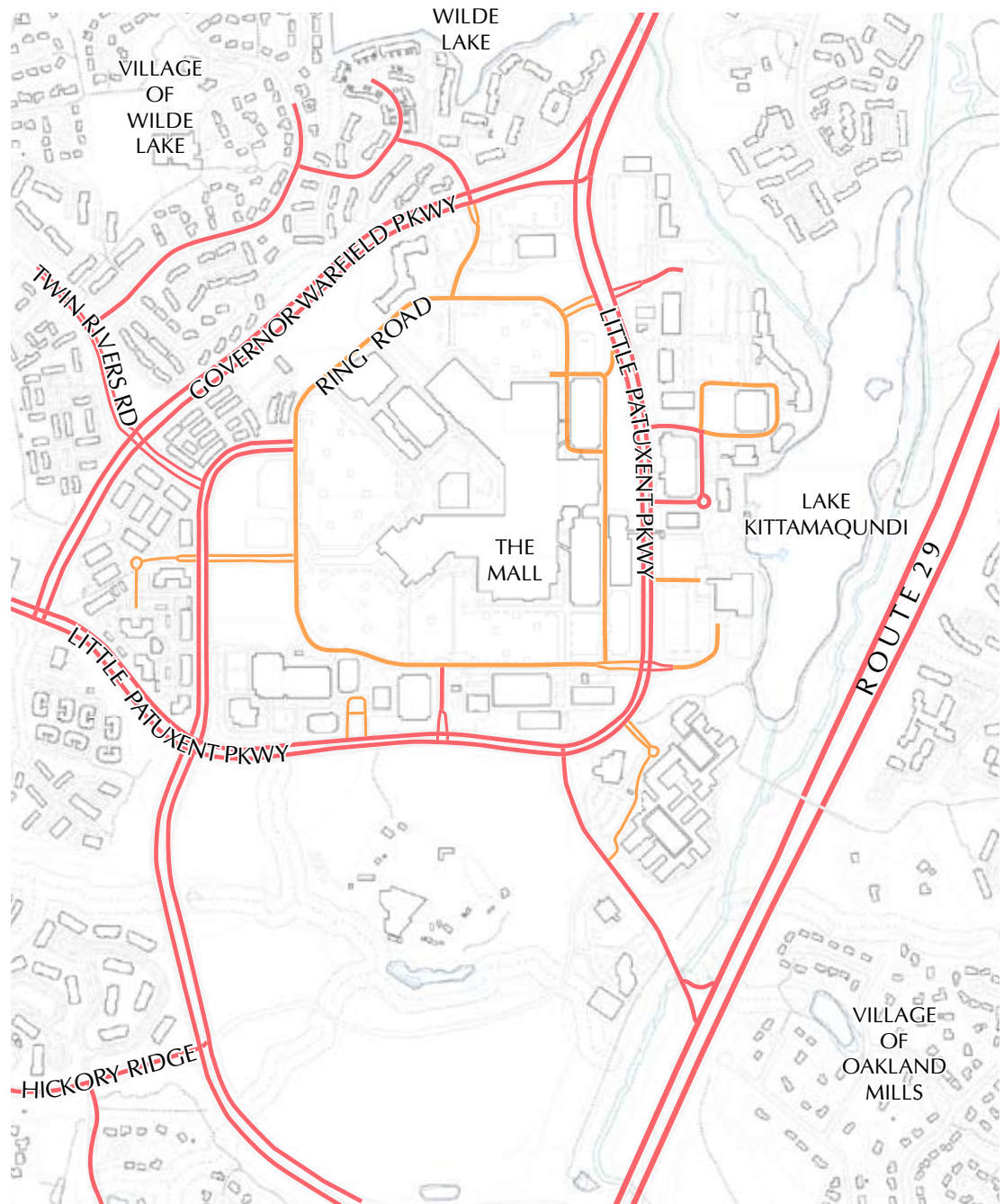
The **Crescent/Symphony Woods** is envisioned as a cultural, residential, service retail, and office district. The district will also include civic and cultural uses, shops and restaurants, and perhaps a boutique hotel along tree-lined streets and boulevards. The heart of this district includes Symphony Woods and Merriweather Post Pavilion.

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VISION PLAN DIAGRAMS

STREET NETWORK - EXISTING

- Public
- Private



1320'
Approximately a 5 minute walk



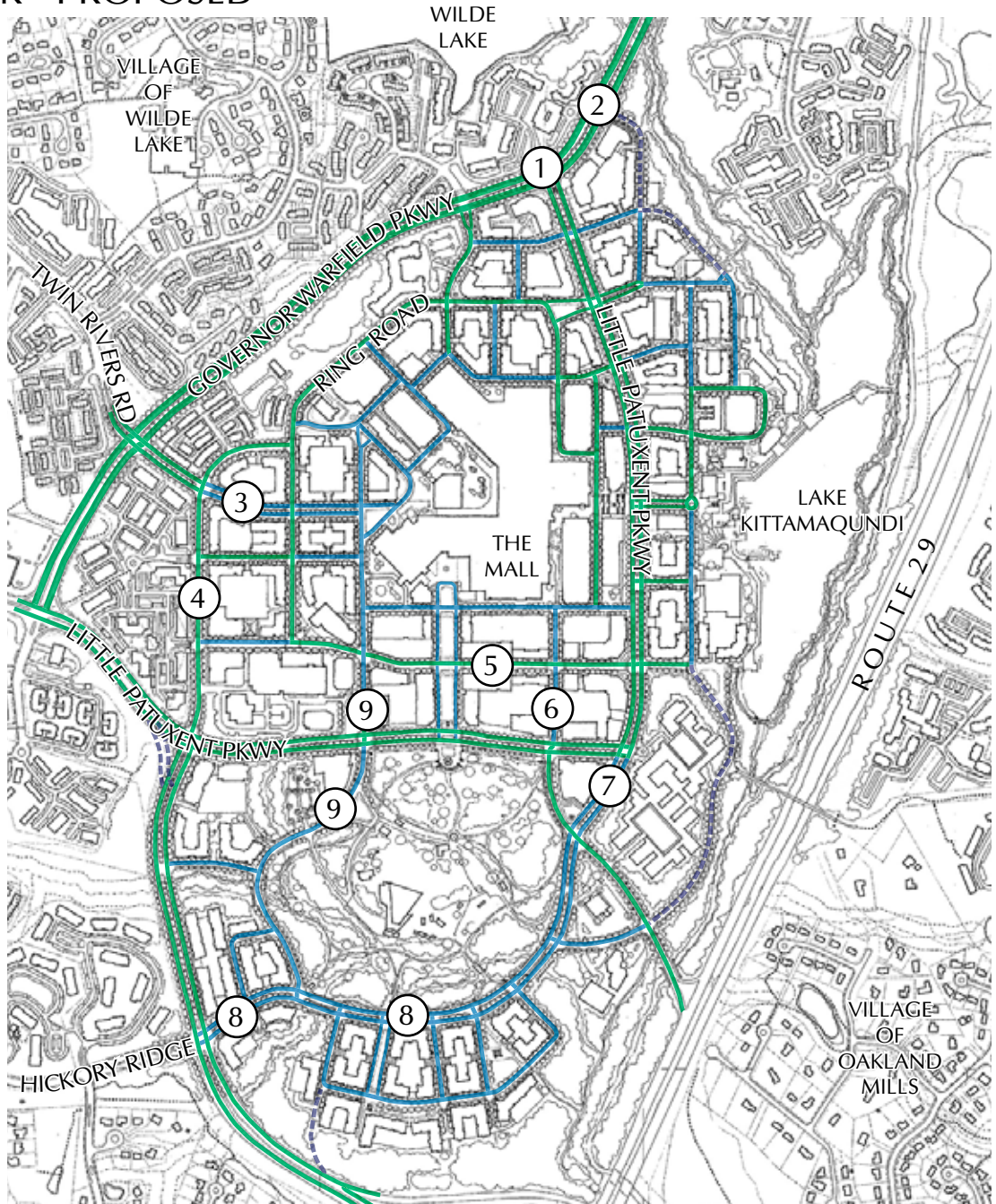
The existing street network in downtown Columbia includes mostly wide, pedestrian-unfriendly streets that serve automobiles only. Secondary streets are primarily parking lot drive aisles serving the Mall and other uses. Many streets, in fact, do not connect through and only serve to provide vehicular access to the uses along those streets; they do not act as connecting streets.

STREET NETWORK - PROPOSED

- Existing Road with Potential Improvement
- New Road
- Potential Road/
Further Study Required

The following are the key new streets and new alignments:

1. Realign Little Patuxent Parkway/Governor Warfield Parkway intersection;
2. Add a street that connects Sterret Place to Little Patuxent Parkway east of Governor Warfield Parkway intersection, forming a new intersection to Little Patuxent Parkway;
3. Extend Twin Rivers Road toward the Mall;
4. Reduce Broken Land Pkwy north of Little Patuxent Pkwy to 2 lanes with on-street parking; realign the Broken Land Parkway and Little Patuxent Parkway intersection;
5. Realign Mall ring road south creating Corporate Boulevard and extend from Broken Land Parkway to Wincopin Street;
6. Extend South Entrance road toward Mall;
7. Make a T-intersection at Little Patuxent Parkway and library and; extend to South Entrance Road and through The Crescent;
8. Construct a new boulevard through The Crescent from Hickory Ridge Road to South Entrance Road;
9. Construct a road on west side of Symphony Woods to Little Patuxent Parkway and extend into Mall property.



1320'
Approximately a 5 minute walk

0 500' 1000' 1500'

The proposed street network includes many new streets that will enable a much more efficient dispersion of traffic within and through the Downtown, as well as improved connections to nearby destinations, village centers, and neighborhoods. It also realigns or extends several existing roads and intersections.

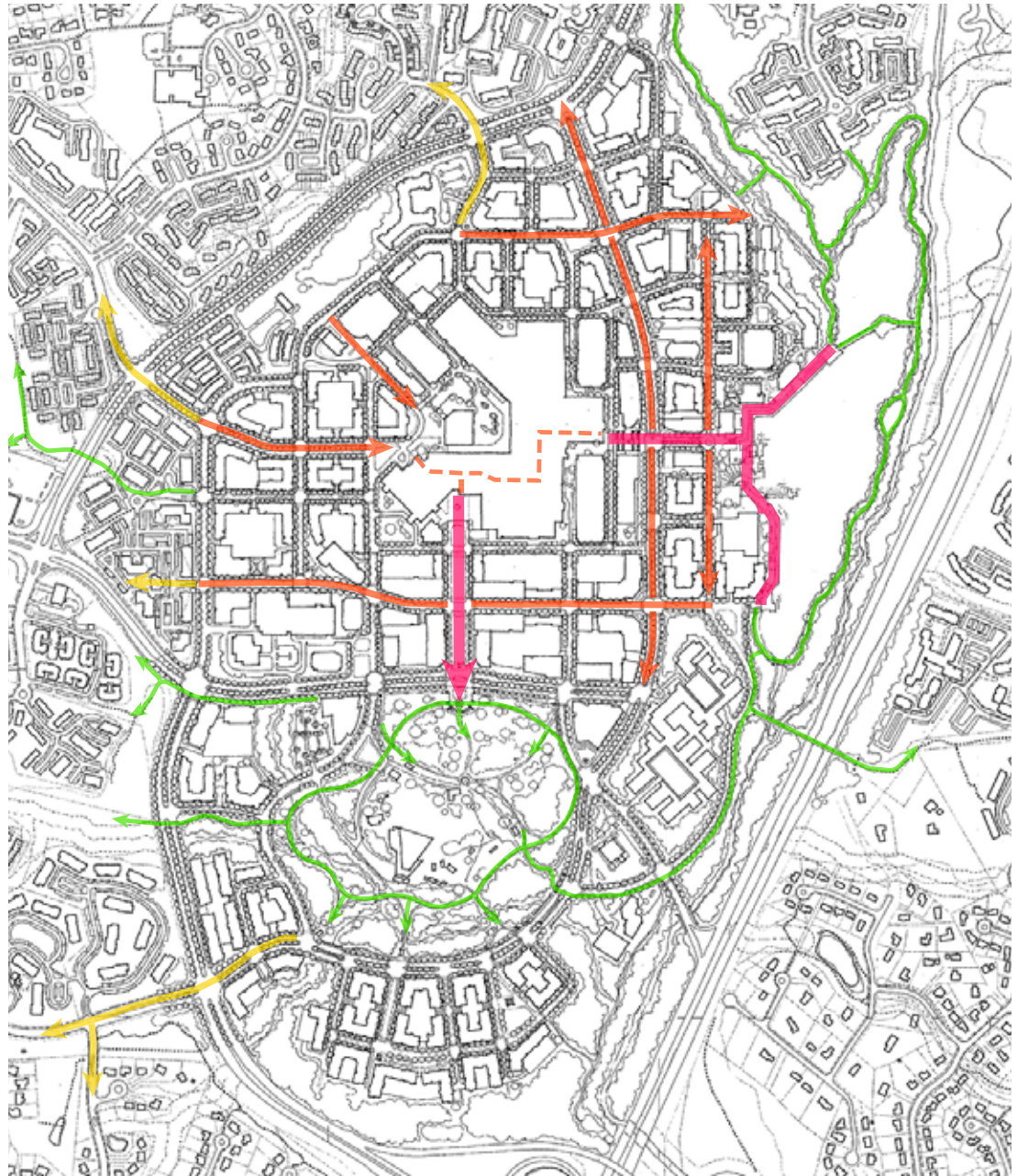
The Vision Plan suggests further study of several potential, major transportation initiatives including improvements at the US 29/ MD 175 intersection, a potential full interchange and/or flyover at US 29 and South Entrance Road, and a potential off-ramp from west bound Broken Land Parkway directly into the Crescent property.

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VISION PLAN DIAGRAMS

PEDESTRIAN CONNECTIONS

- Promenade
- Sidewalk with Areas Lined by Shops
- Sidewalk Connections
- Paths



1320'
Approximately a 5 minute walk

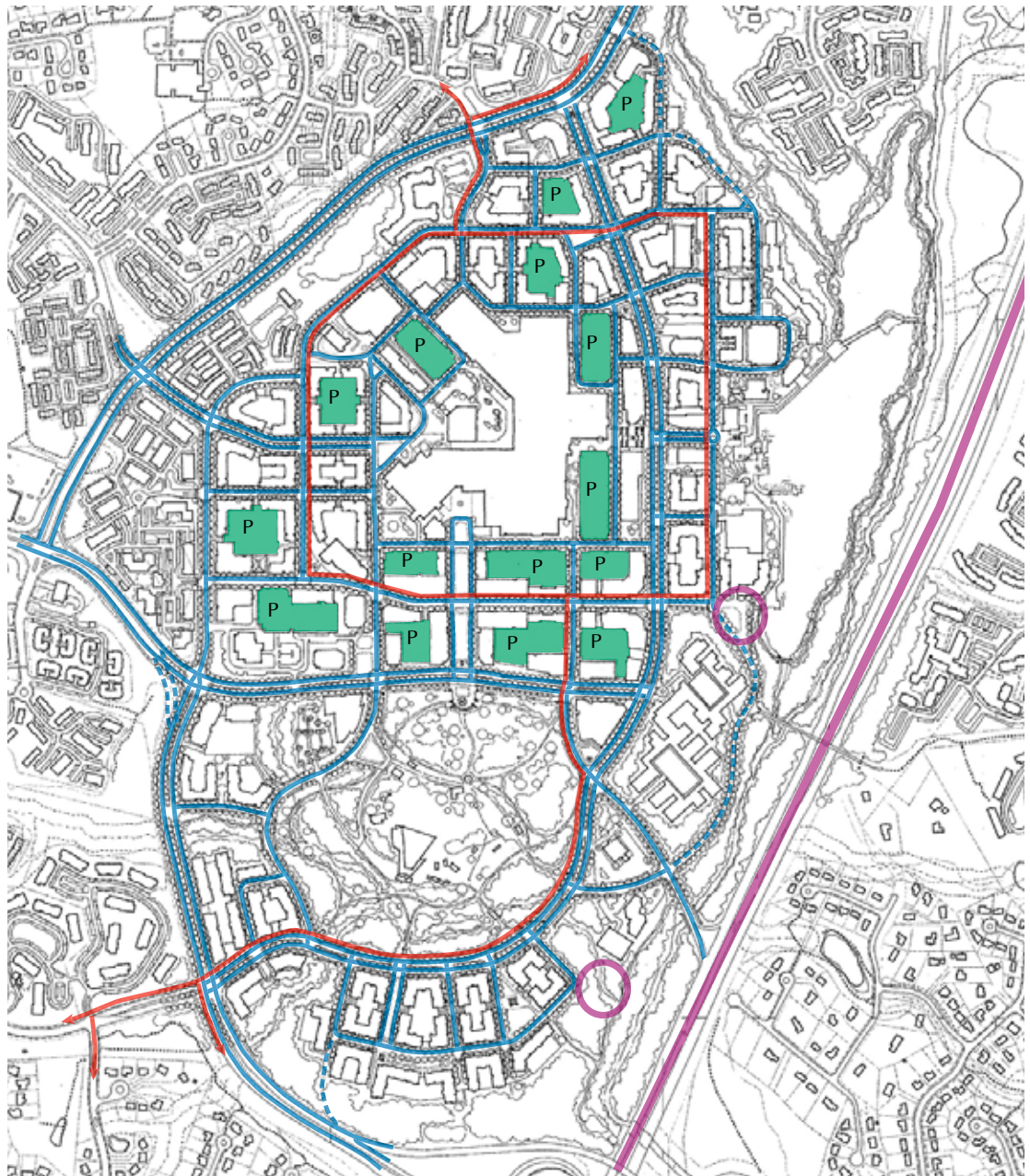
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The Vision Plan includes suggestions for acknowledging and improving important pedestrian connections within and to the Downtown. Pedestrian connections include paths through mostly naturalized areas, sidewalks along important streets that connect to neighborhoods, streets and sidewalks with areas lined with shops and restaurants to enliven the pedestrian environment, major promenades that provide pedestrian and visual connections between the Mall and Symphony Woods

and Lake Kittamaqundi. New paths and sidewalks should be built to better connect to Howard Community College, Wilde Lake Village Center, and around Lake Kittamaqundi. Additionally, the pedestrian bridge to Oakland Mills should be improved, lighted, and made safer and more inviting.

PUBLIC TRANSPORTATION & PARKING

- Trolley/Local Transit
- Potential Transit Station
- Potential Rail or Bus Rapid Transit
- P Shared Parking Structures
- Street Network



1320'
Approximately a 5 minute walk



The Vision Plan recommends a significantly improved environment that will enhance the viability of public transportation. Long-range plans must be coordinated with local and state transportation agencies to enhance the possibility of regional bus rapid transit or possibly a rail link to the Downtown. Such services should connect downtown to Baltimore, Washington, Fort Meade, BWI airport, and other employment centers and destinations. Potential locations for transit stops include the Lakefront area and at the Crescent property.

The Vision Plan also suggests a local shuttle bus or trolley that would serve nearby neighborhoods and the employees, residents and visitors of Downtown. A potential alignment and route is offered, although an actual route should be coordinated with nearby neighborhoods, area businesses and residents.

The Vision Plan recommends that over time parking structures replace surface parking lots around the Mall. Garages at the perimeter of the Mall property should

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VISION PLAN DIAGRAMS



A trolley could circulate local residents and workers to destinations throughout the Downtown.



The Howard Area Transit Service (HATS) provides residents of Howard County the ability to travel to other destinations within the county.



A potential future Bus Rapid Transit (BRT) system would be an affordable way to provide transportation to regional jobs and destinations.

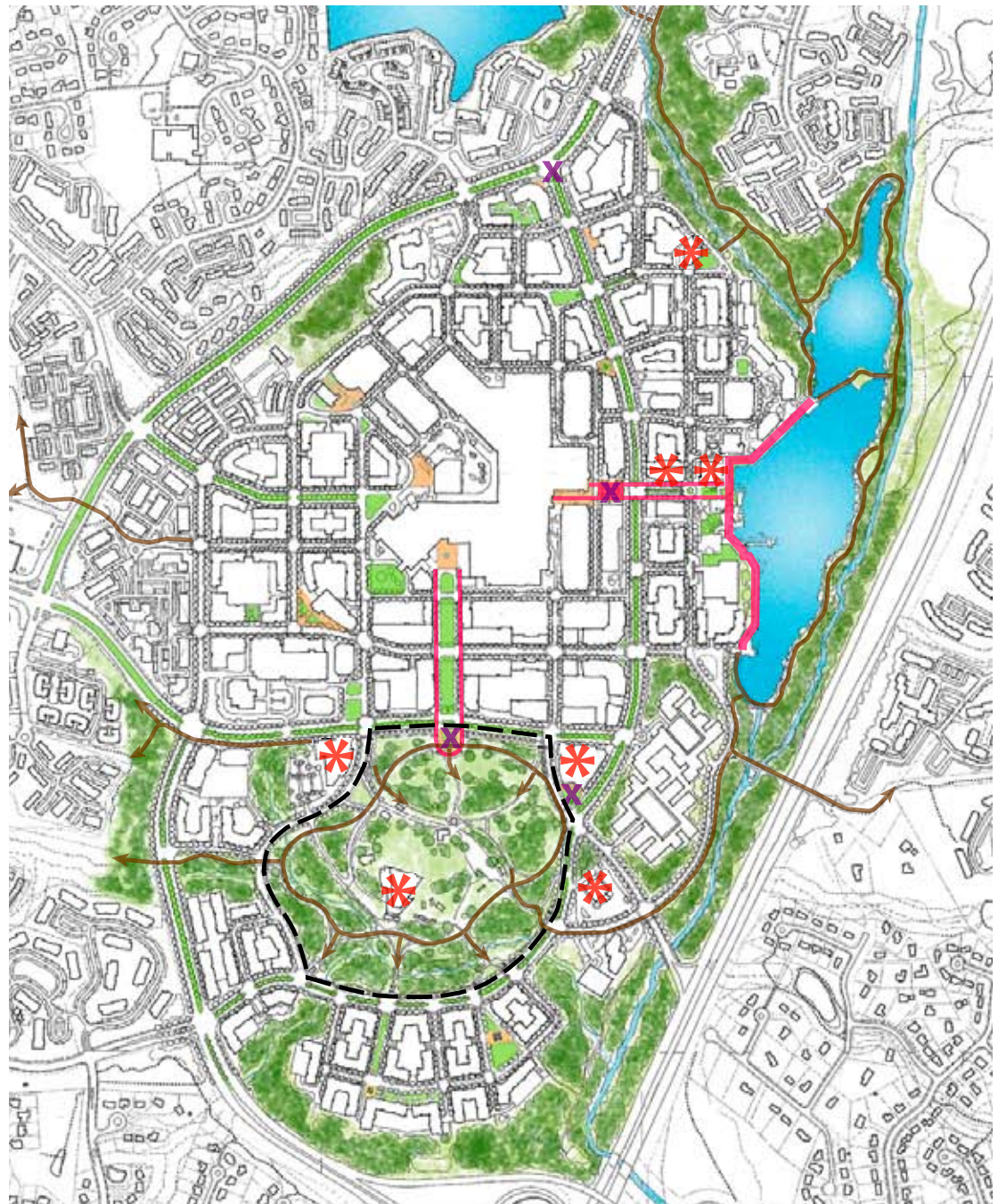


An alternative to the BRT service would be a rail system, such as light rail or similar. Although a more expensive system to put into place, it has all the benefits of the BRT without relying on roads where traffic can often be a problem.

be constructed to serve office workers, Merriweather patrons, and those searching for convenient parking without having to drive into the Mall area itself. The intent is that visitors to Downtown will “park once” then walk or take a shuttle bus to various Downtown attractions. Garages closer to the Mall should be built to serve Mall patrons and new residential and office development.

OPEN SPACE & SPECIAL SITES PLAN

- Greens
- Plazas
- Park
- Paths
- Promenade
- ✱ Special Site
- ✕ Opportunity for Public Art



1320'
Approximately a 5 minute walk

0 500' 1000' 1500'

The Vision Plan suggests a network of open spaces, including greens, plazas, and paths that connect an open space system to existing trails and to Symphony Woods. Terminated vistas, key intersections, and connections to the Lakefront and to Symphony Woods provide an appropriate opportunity for civic spaces and signature buildings. The promenade at the lake should be extended, slightly, in both a northern and southern direction and

Symphony Woods should be improved to enhance its use and visibility. Importantly, several prominent and visible sites should be considered for future cultural and/or civic buildings, such as a library, exhibit or visitors center, a community center, Columbia Association Headquarters, or for signature buildings.

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WARFIELD TRIANGLE






WARFIELD TRIANGLE

The Warfield Triangle neighborhood extends and reflects the existing adjacent residential neighborhood and mall uses. The neighborhood will contain residential apartments, retail, and professional offices and services. Shops, restaurants, and retail uses are located on the ground floor of some buildings with either dwelling units or offices above. Buildings are 4 to 6 stories in height with most parking structures located internally to the block. Amenities, such as plazas and greens, are incorporated throughout the neighborhood.



Key Plan

-  Existing Buildings
-  Proposed Buildings
-  Structured Parking



KEY RECOMMENDATIONS

1. Extend Twin Rivers Road toward the Mall;
2. Convert Broken Land Parkway to 2 lanes with on-street parking;
3. Convert Mall ring road to a public street;
4. Provide bus stops, but relocate the transit hub;
5. Complete "Restaurant Row" as a pedestrian-oriented dining and entertainment area.
6. Provide pedestrian-friendly sidewalks, crosswalks and plazas to link existing communities along Governor Warfield Parkway to the Mall and other Downtown Districts.

PROPOSED LAND USE DATA

Residential Dwelling Units (DU)*	200 to 500 DU
Office Square Feet (SF)	50,000 to 100,000 SF
Retail Square Feet (SF)	200,000 to 300,000 SF

*There are currently 601 existing residential dwelling units.

Main Use	Residential apartments; 'lifestyle retail' shops and restaurants
Supporting Use	Professional offices and services; retail on ground floor of some buildings; shared parking
Height	4 to 6 stories
Amenities	Livable streets, small plazas

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WARFIELD TRIANGLE



Before: Existing conditions photo of Twin Rivers Road, view towards Mall.



After: Artist's rendering of Twin Rivers Road extended toward the Mall. Buildings face the street and have commercial uses on the ground floor with residences or offices above, creating an inviting pedestrian friendly environment.

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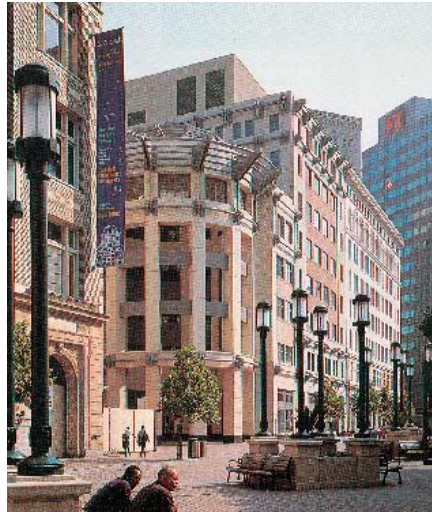
WARFIELD TRIANGLE



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CORPORATE BOULEVARD



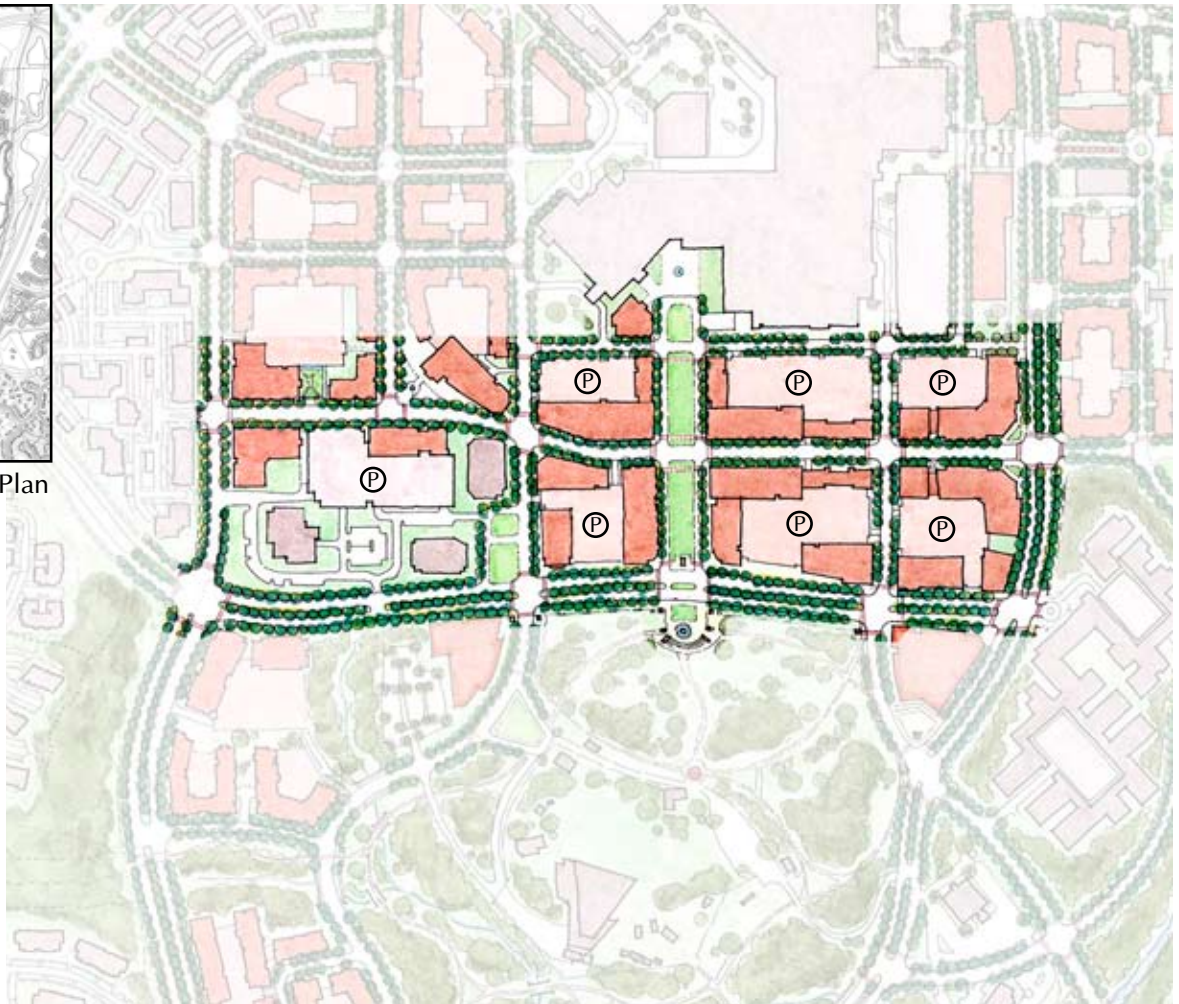
CORPORATE BOULEVARD

The Corporate Boulevard district will be Columbia's corporate headquarters, providing professional office space in single use and multi-tenant buildings. Shops, restaurants, services, perhaps athletic clubs or entertainment could be located in the ground floor of some buildings. These uses would serve office workers during the day and residents and visitors during the evening. Parking also provides shared facilities for the Mall during the weekend and evenings and for Merriweather Post Pavilion and Symphony Woods when major concerts, activities, and festivals are held. Building heights vary from 10 to 20 stories with shared parking structures located internally to the block serving the buildings. Various plazas and greens are located along the boulevard.



Key Plan

- Existing Buildings
- Proposed Buildings
- P Structured Parking



KEY RECOMMENDATIONS

1. Convert southern segment of Mall ring road to a public street, Corporate Boulevard;
2. Extend Corporate Boulevard west to Broken Land Parkway;
3. Create new street that intersects at Little Patuxent Parkway opposite Symphony Woods and connects to Warfield Triangle;
4. Create pedestrian promenade and visual connection from Mall south entrance to Symphony Woods;
5. Extend South Entrance Road into Mall area, connect to Mall ring road;
6. Realign Little Patuxent Parkway at library to create a T-intersection, so north-south portion of Little Patuxent Parkway extends into Symphony Woods.
7. Convert Broken Land Parkway to 2 lanes with on-street parking;
8. Make Corporate Boulevard an attractive pedestrian-friendly connection that links existing residential communities to the west to the Lakefront.

PROPOSED LAND USE DATA

Residential Dwelling Units (DU)	NA
Office Square Feet (SF)	2,000,000 to 4,000,000 SF
Retail Square Feet (SF)	50,000 to 100,000 SF

Main Use	Corporate headquarters, professional offices in multi-tenant buildings
Supporting Use	Shops, restaurants, and entertainment, ground floor of some buildings; shared parking
Height	10 to 20 stories
Amenities	Walkable streets, small plazas

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CORPORATE BOULEVARD



Before: Existing conditions photo of drive aisle, view toward Library.



After: Artist's rendering of South Entrance Road extended with outdoor seating, ground floor commercial, and other amenities geared towards day-time office workers. Street has on-street parking and is lined with trees to create a safe, pedestrian friendly environment. Potential expanded Central Library shown in background at intersection of Little Patuxent Parkway and South Entrance Road.

THE VISION PLAN²

CORPORATE BOULEVARD



Artist's rendering of Corporate Boulevard, view from Symphony Woods. Promenade links the south entrance of the Mall to Symphony Woods.

Before: Existing conditions photo of the Mall Ring Road. Mall parking is located opposite from existing office buildings. The sidewalk is largely unused due to lack of connections to Mall and to unpleasant pedestrian experience on busy Ring Road.



After: A photo montage showing how the Mall Ring Road could be transformed into a busy, pedestrian-oriented Corporate Boulevard.



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LAKEFRONT/ LITTLE PATUXENT PARKWAY



Before: Existing conditions photo of drive aisle and parking lot



After: Artist's rendering of drive aisle transformed into narrow, pedestrian-oriented Wincopin Street

LAKEFRONT/ LITTLE PATUXENT PARKWAY

Within the Lakefront/Little Patuxent Parkway district there are two areas with distinctly different characters. The core area, located along the waterfront (see Key Plan page 2.21), is focused largely on community and leisure time activities with various restaurant and entertainment destinations. There would be buildings, 4 to 6 stories in height, along the Lakefront with lower level retail and restaurants and upper floor residential and office spaces. Public amenities would include the existing amphitheater, plazas, paths, and natural areas along the perimeter of the lake. Civic uses could be included if the Columbia Association selected this location for its headquarters.

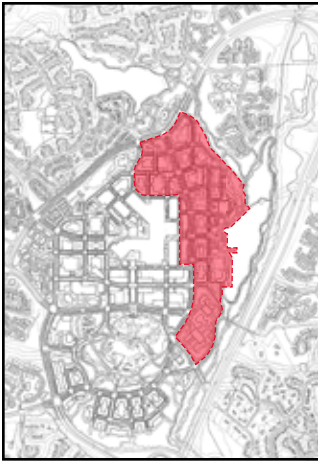
Outside the core area, Little Patuxent Parkway is transformed into a pedestrian-friendly, livable street with buildings framing both sides. Building heights range from 8 to 20 stories with heights stepping down toward the Lakefront and stepping down toward the northern edge of the district toward Governor Warfield Parkway. Residential, office buildings and a signature hotel and conference center could be located within the area. Ground floor retail uses would be concentrated below office and residential uses along the promenade from the

Mall to the Lakefront and along Little Patuxent Parkway and Wincopin Street in this vicinity.

Amenities that occur within the district are the new proposed pedestrian link from the Mall to the Lakefront and the transformation of Wincopin Circle into Wincopin Street, a new walkable street paralleling Little Patuxent Parkway. Wincopin Street will have a special paving treatment that indicates people come first. During festivals or other community events the street may even be closed off, creating a linear plaza. A new link from the Mall to the lake is created. Two optional designs for this link are offered. The option developed at the charrette opens up view corridors to the lake and creates a clear, direct link down to the waterfront. Achieving this vision would require replacing the Teachers Building with a new building that allows an unobstructed view to the Lakefront. An alternative option, developed after the charrette, preserves the existing Teachers Building. Although this option does not include the proposed visual connection to the Lake, an enhanced physical link from the Mall to the Lakefront could wrap around the Teachers Building.

THE VISION PLAN 2

LAKEFRONT/ LITTLE PATUXENT PARKWAY



Key Plan

- Existing Buildings
- Proposed Buildings
- P Structured Parking



KEY RECOMMENDATIONS

1. Convert Little Patuxent Parkway to 4 lanes with on-street parking;
2. Allow development on the linear Columbia Association property that abuts Little Patuxent Parkway so that Little Patuxent Parkway is lined with building frontages and shops and not suburban style setback areas;
3. Realign intersection of Little Patuxent Parkway at Governor Warfield Parkway;
4. Extend Wincopin Street as 2 lane special street. Ensure the design retains the Hug and the People Tree with their surrounding trees;
5. Create a new transit hub at and the south end of Wincopin Street;
6. Create promenade, grand stair, and connection from Mall entrance to the Lakefront;
7. Extend Lakefront boardwalk both north and south along the water's edge;
8. Finish the trail around the lake;
9. Enhance the image, safety, and appearance of the pedestrian bridge to Oakland Mills;
10. Consider (if grades and environmental constraints allow) extending Wincopin Street behind Town Center Apartments and connect to South Entrance Road;
11. Preserve the Lakefront open space as it is currently configured.

PROPOSED LAND USE DATA

Residential Dwelling Units (DU)*	1,500 to 2,500 DU
Office Square Feet (SF)	200,000 to 500,000 SF
Retail Square Feet (SF)	150,000 to 275,000 SF
Other	Hotel/Conference Center

*There are currently 579 existing residential dwelling units.

Main Use	LPP: Residential apartments and office buildings LF: Community and leisure activities
Supporting Use	LPP: Shops and restaurants, ground floor of some buildings; hotel with conference center LF: Restaurants, entertainment, signature buildings; limited residential and office
Height	LPP: 8 to 20 stories LF: 4 to 6 stories
Amenities	LPP: Walkable streets, small plazas, grand link from mall to lakefront LF: Amphitheater, plazas, paths, and natural areas along lake; civic uses

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LAKEFRONT/ LITTLE PATUXENT PARKWAY



Before: Existing conditions photo of Little Patuxent Parkway



After: Artist's rendering of transformation of Little Patuxent Parkway

THE VISION PLAN 2

LAKEFRONT/ LITTLE PATUXENT PARKWAY



Key Plan



Site Section from Mall to Lakefront



Detail Plan of Lakefront with New Signature Building



Detail Plan of Lakefront with Existing Teacher's Building



Artist's Rendering of Lakefront with New Signature Building



Artist's Rendering of Lakefront with Existing Teacher's Building

2 THE VISION PLAN

THE CRESCENT/ SYMPHONY WOODS



THE CRESCENT/ SYMPHONY WOODS

This district is broken into two areas: The Crescent and Symphony Woods. Symphony Woods is Columbia's central park and surrounds Merriweather Post Pavilion. The park will remain largely unchanged. There are opportunities for public amenities such as plazas, pathways, public art, cultural monuments, and a skating rink that can be covered to accommodate activities and events year round. If permitted, buildings would be limited to civic or recreational uses and would be small.

The Crescent is the large, mostly undeveloped land surrounding Symphony Woods. Much of the undeveloped land is currently used for Merriweather Post Pavilion parking. Serving as the gateway to Downtown, residential apartment and office buildings with ground floor shops and restaurants would have building heights ranging from 8 to 20 stories with buildings stepping down toward the park.




Amenities include: Toby's Dinner Theater, greens, woodland areas with paths, and small plazas. A loop road that forms a boundary between Symphony Woods and The Crescent is developed on only one side, creating an urban edge for the park.

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THE CRESCENT/ SYMPHONY WOODS



Key Plan

-  Existing Buildings
-  Proposed Buildings
-  Structured Parking



KEY RECOMMENDATIONS

1. Convert Little Patuxent Parkway to 4 lanes with on-street parking;
2. Preserve and enhance Symphony Woods as Columbia's central park;
3. Keep Merriweather Post Pavilion;
4. Reserve the library site for a library expansion, a new library or other civic use;
5. Reserve the site west of Symphony Woods along Little Patuxent Parkway for a new civic or cultural building;
6. Extend a new street along the south edge of Symphony Woods and connect from Hickory Ridge Road to South Entrance Road;
7. Extend pedestrian and bicycle trails from Symphony Woods across (preferably under) Broken Land Parkway through open space and connect to Howard Community College.

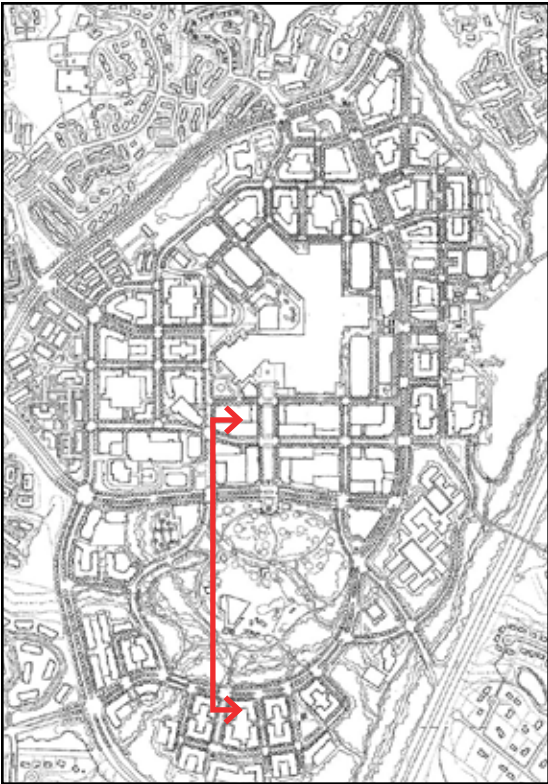
PROPOSED LAND USE DATA

Residential Dwelling Units (DU)	1,500 to 2,500 DU
Office Square Feet (SF)	300,000 to 600,000 SF
Retail Square Feet (SF)	25,000 to 75,000 SF
Other	Hotel

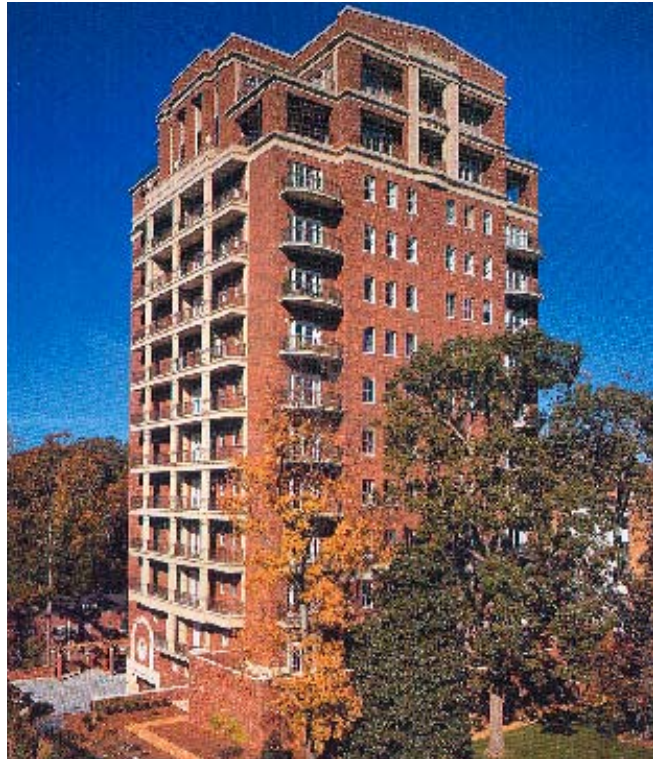
Main Use	Residential apartments and office buildings
Supporting Use	Civic and cultural uses; shops and restaurants on ground floor of some buildings; hotel
Height	8 to 20 stories; depending on location
Amenities	Woodland areas, village greens, small plazas, transit stop

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THE CRESCENT/ SYMPHONY WOODS



Key Plan for the Site Section



Site Section from Little Patuxent Parkway through Merriweather Post Pavilion to the Crescent



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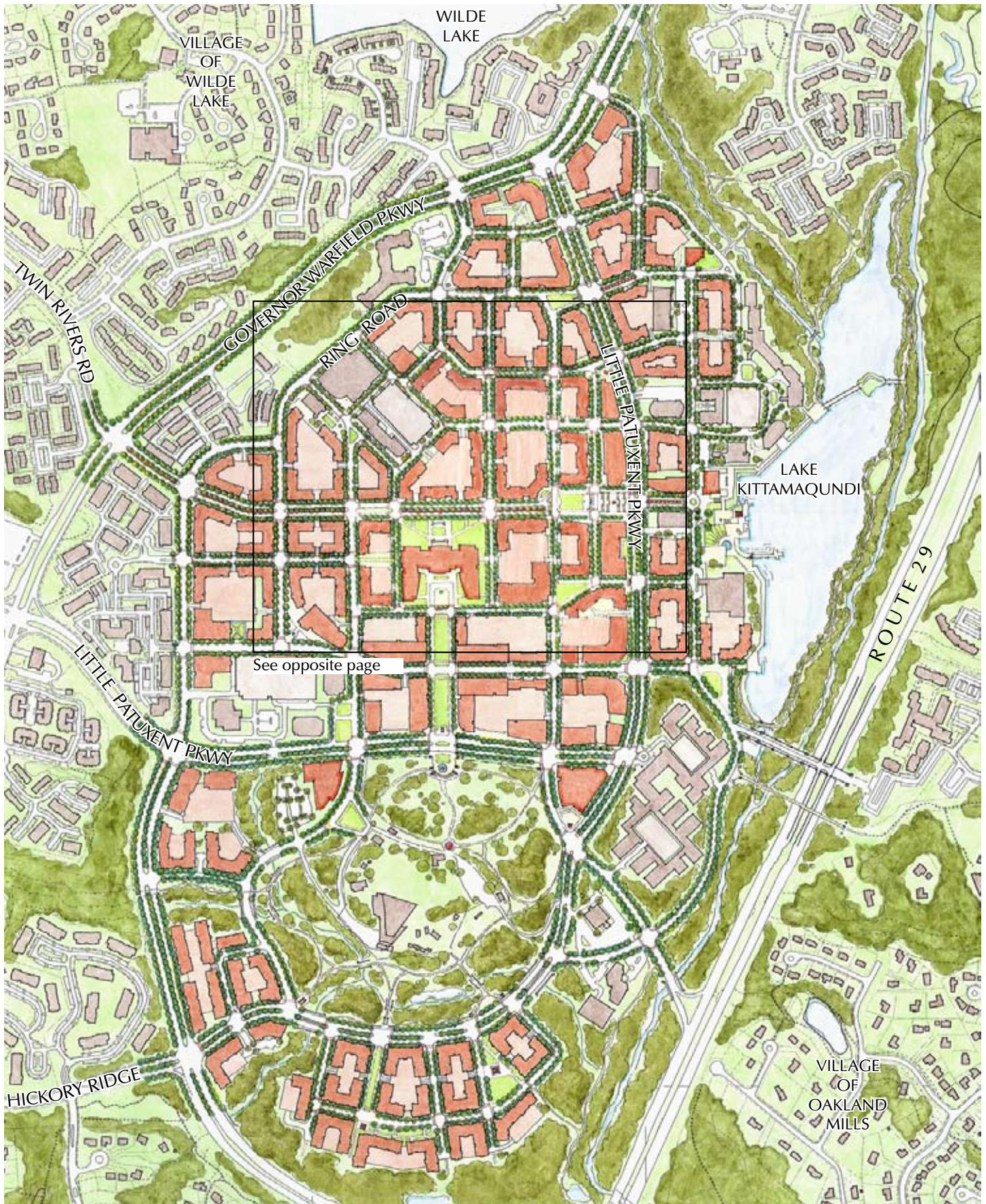
THE CRESCENT/ SYMPHONY WOODS



Artist's Rendering of the Crescent residential development along the edge of Symphony Woods

2 THE VISION PLAN

30+ YEARS





Illustrative example of how the Mall can be phased.

It is difficult to predict all what the future holds for Downtown Columbia. Beyond 30 years, if the vision for Downtown unfolds as the plan and charrette participants described, it is possible that the Mall itself may become obsolete in its present form. Parts of this structure might be transformed into a series of blocks, buildings, and open spaces consistent with the Vision Plan. In such an instance, visual and physical connections across the Mall property, from Warfield Triangle to the Lakefront and from Wilde Lake to Symphony Woods, could be greatly enhanced.